DOCUMENTS DEPARTMENT

Montgomery-Washington Building
San Francisco

Draft Initial Study

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REQUEST FOR CONSULTATION ON DRAFT INITIAL STUDY

Date of this request: 6/9/81

Project: Montgomery-Washington Building, 81.104E.

To Whom It May Concern:

A draft initial study has been prepared pursuant to the California Environmental Quality Act, the Guidelines of the Secretary for Resources and San Francisco requirements to determine whether the subject project may have a significant effect on the environment.

This draft initial study is sent to you in your capacity as a public agency having special expertise related to the project, a public agency which is to carry out or approve the project, or a person having an interest in this project.

Your comments are requested concerning the effects of the project on the environment, and whether these effects may cause a substantial adverse change in environmental conditions. We request your comments in writing on the coverage of the EIR, if one is required, or on the scope of further research necessary on any potentially significant environmental effects.

This draft initial study is being circulated prior to full Departmental review, and our review will run concurrently with the time limit established in this letter. If no written response is received from you by June 18, 1981, it will be assumed that you do not wish to make any comments concerning the coverage of the EIR or other items in the subject draft initial study.

If you are an agency of the City and County of San Francisco, please indicate in your response the number of hours spent on this matter, for inclusion in our records.

We will provide you with a copy of the final initial study once it is completed.

If you have questions about the process, please contact Ms. Carol Roos of this Department at 552-1134.

Sincerely,

Alec S. Bash
Environmental Review Officer

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DRAFT INITIAL STUDY

MONTGOMERY-WASHINGTON BUILDING

SAN FRANCISCO

81.104E

Disclaimer

This document was prepared outside the Department of City Planning and has not yet received Departmental review.

June 1981

Environmental Science Associates, Inc.

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Preliminary - Subject to Revision

MONTGOMERY-WASHINGTON BUILDING

INITIAL STUDY

81.104E

PROJECT DESCRIPTION

The project is a 24-story combined office and condominium residential building proposed for development on the block bounded by Washington, Montgomery, Clay and Kearny Streets. Merchant Street, a block-long service street, bisects the block in an east-west orientation. The 17,400 square-foot (sq.ft.) project site encompasses four separate parcels situated at the northeast corner of Assessor's Block (AB) 208.

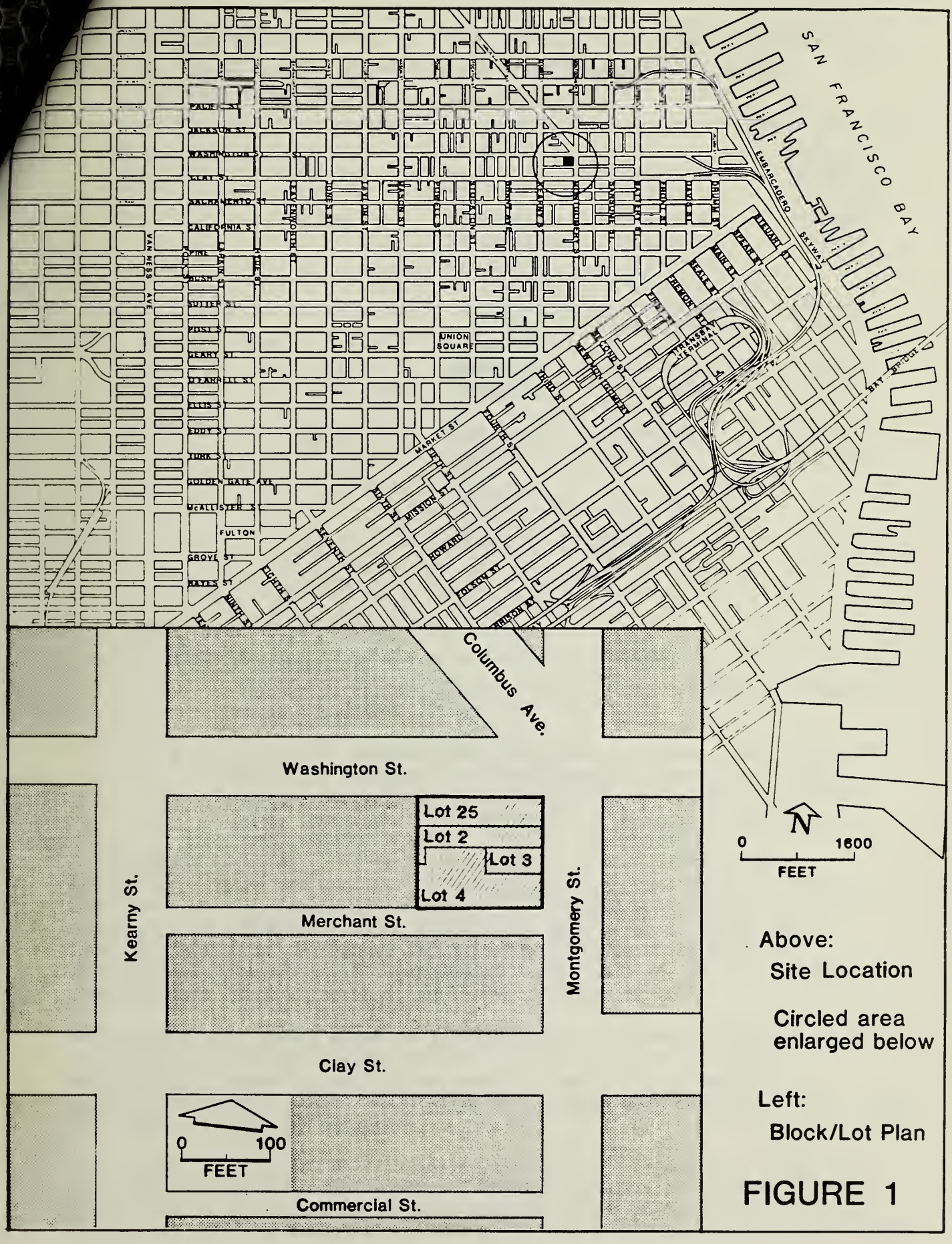
The site is in the C-3-O Use District and the 300-H Height and Bulk District as shown on Sheets 1 and 1H of the zoning map of the City and County of San Francisco, a part of the City Planning Code (Part II, Chapter II of the San Francisco Municipal Code). The allowable Basic Floor Area Ratio (FAR) for the site is 14:1.

The site is currently in commercial use, with the exception of one vacant parcel. Existing uses at the proposed site are identified in Table 1.

The parcel at the corner of Washington and Montgomery Streets. (A.B. Lot No.25; See Figure 1) is in city ownership. Lot 25 was originally six separate lots, which were acquired by the City's Department of Public Works (DPW) in four separate transactions from June 1970 to February 1973. Portions of the land were used to widen Washington Street; the remainder was subsequently declared to be surplus by DPW. The project sponsor proposes to bid on and purchase Lot 25 at public auction in July or August, 1981. The adjacent two parcels (A.B. Lots No. 2 and 3) feature a one- and two-story brick structure containing approximately 4,900 gross sq.ft. of restaurant space and approximately 3,000 gross sq.ft. of office space. This building would be demolished. The parcel at the corner of Montgomery and Merchant Streets. (A.B. Lot No. 4) contains a surface parking lot.

The proposed project would be a 300-foot high, 24-story mixed-use office/residential building combining the following features:

- ground-floor lobby and retail space (about 7,500 gross sq.ft.);
- 1 double-height level of parking with mezzanine, above the lobby level, accessible from Merchant Street (about 21,840 gross sq.ft. containing approximately 57 parking spaces and about 3,300 gross sq. ft. containing two truck loading docks);
- 15 stories of office space (about 238,820 gross sq.ft.);
- 6 stories of market-rate condominium residential space (about 64,800 gross sq.ft. for approximately 35 to 40 units);



Above:
Site Location

Circled area enlarged below

Left:
Block/Lot Plan

FIGURE 1

TABLE 1: Existing Uses at the Project Site: Assessor's Block 208, Lots 2,3,4 and 25.

AB Lot No.	Land Area in Sq.Ft.	Current Use	Tenant	Parcel Ownership
2	3,320	Commercial: restaurant/ offices	-Lafayette Restaurant -F.O.Merwin, Architect -Therese Weedy, Photographer	Project Sponsor Project Sponsor
3	1,920	Commercial: restaurant	-Iron Pot Restaurant	Project Sponsor
4	7,340	Commercial: surface valet parking lot	-Montgomery Parking	Project Sponsor
25	4,820	vacant	none	C.C.S.F.*
Total	17,400			

*City and County of San Francisco

- a common recreation facility serving the residential occupants (about 4,500 sq.ft.); and
- 2 levels of mechanical/building-service space, consisting of a structural basement (cellular foundation) and a mechanical service area on the floor between the office and residential space; there would also be a rooftop mechanical penthouse.

The proposed building would have 15 stories of office space above a ground-floor lobby and one level of parking, rising to a height of about 230 feet. Office space would contain about 238,820 gross sq. ft. of floor area, with an average per-story gross floor area of about 16,000 sq. ft. Gross floor area of the lobby, restaurant and office space would be approximately 246,320 sq. ft. (including about 3,000 sq. ft. of condominium elevator core space), representing an FAR of about 14:1.

Above the office floors would be a mechanical floor housing the mechanical services and elevators serving the lobby, parking and office uses. Additionally, a portion of this mechanical floor would be devoted to a recreation facility, which would serve as a common open space facility for the building's residential occupants.

Rising six floors above this "transition mechanical floor" to a height of about 300 ft. would be approximately 35 to 40 condominium residential units. Gross floor area for the residential portion of the building would be about 64,800 sq. ft. The first residential floor would offer access to a patio and

pool area as additional common open space. Most residential units would have a private balcony or terrace.

Project design would feature widened sidewalks, three major building entrances, a sculptured street-level facade to facilitate shortened walking distances, and a tower of sculptured form. The building would be cut back at the Montgomery/Washington corner to preserve views from upper Columbus Avenue and respond to the configuration of the Transamerica building. The faceted upper-floor setbacks, terracing diagonally across the northeast corner of the site, are designed to reduce the apparent bulk and scale of the building as seen from the Jackson Square Historic District and Telegraph Hill. The total gross floor area for the building would be approximately 315,610 sq. ft., representing an FAR of 18:1 and exceeding the Basic FAR by about 4:1 or approximately 72,300 sq. ft. (excluding cellular foundation, mechanical and parking floor area). Project characteristics are further specified in Table 2.

TABLE 2: PROJECT CHARACTERISTICS

A.B. 208, Lots 2,3,4, and 25.

Site: 17,400 sq. ft.

Project Building Height: 300 ft.
Length: 130 ft.
Maximum Diagonal Dimension: 180 ft.

No. of stories:	24
Lobby:	1
Parking:	1
Office:	15
Residential:	6
Mechanical:	1

Gross Floor Area:

Common Lobby:	3,000 sq. ft.*
Restaurant:	4,000 sq. ft.
Ground Floor Retail:	500 sq. ft.
Parking:	21,840 sq. ft./57 spaces
Office:	238,820 sq. ft.*
Residential:	64,800 sq. ft./35 to 40 units**
Common Recreation Room:	4,500 sq. ft.**

Total gross (FAR) floor area, excluding cellular foundation, parking, ramp and freight loading and mechanical service floor area: 315,620 sq. ft.

Project FAR: 18:1

* Ground-floor and office space includes about 3,000 sq. ft. of elevator core space serving the condominimums, which is not included in calculating the Basic FAR of 14 to 1.
** Bonus floor area would be sought in the amount of up to 72,300 sq.ft.

The project sponsor is Crow-Spieker Companies of San Francisco. The project architects are Kaplan/McLaughlin/Diaz of San Francisco, and IBI Group of Newport Beach, CA.

POTENTIAL ENVIRONMENTAL EFFECTS

Potential environmental issues associated with project implementation include:

- Circulation requirements and effects on Financial District and Chinatown vehicular and transit systems;
- Project urban design, view and shadow considerations in relation to adjacent and nearby high-rise buildings, the smaller-scale Jackson Square Historic District and the Telegraph Hill community;
- Traffic-generated air quality effects;
- Energy consumption; and
- Wind effects.

These issues would be analyzed in detail in subsequent environmental documentation for the project.

Potential environmental issues associated with the project that were determined in this Initial Study to be insignificant, and therefore will not be addressed in subsequent environmental documentation for the project, are described below.

Land Use Compatibility: The project would be consistent with existing and proposed land uses in the vicinity of the site.

Noise: Construction and operation noise effects would be substantially mitigated by project design. After completion, the project would not increase audible noise levels in the project vicinity.

Public Services and Utilities: The increased demand for public services and utilities would not require additional personnel or equipment, with the exception of fire protection services in the case of a major fire or disaster.

Biology: The project would have no direct effect on plants or animals as the site is completely urbanized. Three of the four lots are covered with buildings or pavement. Lot 25 was originally covered with structures which were demolished to make way for a street widening. The site is now covered with grass and weeds.

Land/Geology/Soils: The site lies on bedrock and would not require substantial excavation, grading or dewatering. Piledriving would not be required as a mat foundation would be used.

Cultural/Historic:

No known cultural resources or structures designated to be of architectural or historic importance would be affected by project implementation. See page 22 for mitigation measures in the case that archaeological resources are found during project excavation.

Construction-related Air Quality: Construction activities would not increase the frequency of violations of air quality standards. See page 19 for measures which would reduce temporary particulate emissions during construction.

Hazards: Project operation would not increase risk of explosion or release of hazardous substances, in the event of an accident, or cause other dangers to public health and safety.

Water Quality: Project operation would not affect the quality or quantity of public water supply or ground water supply in the vicinity.

A. GENERAL CONSIDERATIONS:	Yes	Maybe	No	N/A	Disc.
1. Would the project conflict with objectives and policies in the Comprehensive Plan (Master Plan) of the City? (Please refer to paragraph 6, below for explanation)		X			X
2. Would the project require a variance, or other special authorization under the City Planning Code?	X				X
3. Would the project require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal agencies?			X		
4. Would the project conflict with adopted environmental plans and goals?			X		

The project would provide both new housing and commercial office space in the Downtown core of San Francisco on a site that is close to local and regional transit facilities. In doing so, the project would comply with major provisions of the Cemprehensive Plan. It would comply with Objective 6 of the Commerce and Industry Element of the Comprehensive Plan by maintaining and improving San Francisco's position as "a prime location for financial, administrative, corporate, and professional activity", and would comply with policies to "maintain a compact downtown core" and to "provide adequate amenities for those who live, work and use Downtown". The project would comply with the Residence Element of the Comprehensive Plan which recommends "highest density housing (over 20-unit apartments)" for the project area. Additionally, the project would comply with recently proposed Department of City Planning (DCP) policies which recommend that new office buildings also provide housing (outlined in the DCP study document entitled Guiding Downtown Development, April 1981).

The proposed project site includes a 4,820 sq.ft. parcel (A.B. Lot No. 25) which is in city ownership and is currently designated as a potential open space site in the Recreation and Open Space Element of the Comprehensive Plan (Amendment No. 7-8-75, January 4, 1978). The site was intended to be

eveloped into a downtown mini park. The Recreation and Park Commission (RPC) has recently determined that this parcel is no longer appropriate for such use. On April 9, 1981 the Recreation and Park Commission recommended to the City Planning Commission that the designation of the parcel as a potential open space site be removed and the parcel be offered for sale to the public (RPC Resolution N. 12456). The Commission further recommended that a portion of the proceeds from the sale of this property be deposited in the City's Open Space account to be used to develop, redevelop or otherwise improve open space resources within the Chinatown community. The Planning Commision and Recreation and Park Commission have scheduled a joint meeting in June, 1981 to review and act upon this proposal.

The project will require discretionary review by the City Planning Commission (CPC) under the provisions of CPC Resolution No. 8474, adopted January 17, 1980. The project features approximately 35 to 40 residential condominium units which exceed the site's Basic Floor Area by about 72,300 gross sq.ft.(including the residential elevator and accessory recreation room). Under existing interim controls on downtown high-rise office development (Municipal Ordinance No. 240-80, adopted May 25, 1980), buildings within the downtown commercial (C-3) district which feature residential use may be permitted development (floor area) bonuses by Conditional Use authorization. The proposed project design incorporates pedestrian amenities which may qualify for a bonus floor area of about 72,300 gross sq.ft.(pursuant to Section 1, Article 1.2 of Part II, Chapter II, Section 126 of the San Francisco Planning Code) to be used for the residential portion of the building. The project sponsor proposes to provide 57 parking spaces and 2 freight loading spaces within the building's enclosed one-level, double-height parking facility. Using a standard factor of 400 sq. ft. per parking space (self-parking, including maneuvering area), the 57 spaces are within the C-3-O district accessory parking limit (seven percent of non-residential gross floor area) and the 1:4 residential parking ratio.

The sculptured "stepping down" setback design on the upper northeast- and southwest-facing facades of the project would comply with the Urban Design Element of the Comprehensive Plan by providing a height and bulk transition from the nearby 52-story (778 feet) Bank of America building at California and Kearny Sts., the adjacent 48-story (853 feet) Transamerica building and the smaller-scale 2- to 8-story structures which characterize the Jackson Square Historic District. The shaping of the upper part of the project tower is intended by the architect to insure that its vertical elements which are similar in height to the adjacent 300-ft. Holiday Inn building would be in different planes, providing a distinct spatial separation between the two buildings. The project would also comply with a proposed DCP urban design policy to "promote harmony in the visual relationships and transitions between new and older buildings" (Policy 1, "Urban Design Element Policies for Major New Development", DCP document entitled Guiding Downtown Development, April 1981).

B. ENVIRONMENTAL IMPACTS:

	Yes	Maybe	No	N/A	Disc.
1. Land Use. Would the proposed project:					
a. Be different from surrounding land uses?	___	___	X	___	X
b. Disrupt or divide the physical arrangement of an established community?	___	___	X	___	___

Although the project would offer a unique combination of housing and commercial space within a single high-rise structure, both high-density residential and office uses are found within the surrounding area. The project site lies at the northwest corner of the City's Financial District. The Transamerica and 601 Montgomery high-rise office buildings are located immediately east and south of the project site. Additionally, the Bank of America, Alcoa and One and Two Embarcadero Center high-rise office buildings are located within 3 blocks of the site.

Surrounding residential uses include the Chinatown community located one block west of the site, the 27-story (575-room) Holiday Inn located immediately west of the site and the four 25-story Golden Gateway Towers (1,260 rental units) located two to four blocks northwest of the site. The City's Redevelopment Agency is currently developing the 150-unit, low-rise Golden Gateway Commons condominium apartment complex within four blocks of the project site.

The project would replace about 4,900 sq.ft. of restaurant space, 3,000 sq.ft. of office space and 7,340 sq.ft. of parking space with approximately 4,000 sq.ft. of restaurant space, about 500 sq.ft. of ground-floor, pedestrian-scale retail space, 238,820 sq.ft. of office space, 25,140 sq.ft. of parking and loading space, 4,500 sq.ft. of indoor recreation space for residential occupants, and 64,800 sq.ft. of residential space.

2. Visual Quality and Urban Design. Would the proposed project:

	Yes	Maybe	No	N/A	Disc.
a. Obstruct or degrade any scenic view or vista open to the public?	___	___	X	___	X
b. Reduce or obstruct views from adjacent or nearby buildings?	___	X	___	___	X
c. Create a negative aesthetic effect?	___	___	X	___	X
d. Generate light or glare affecting other properties?	___	___	X	___	X

The building would not affect views from freeways or from nearby buildings because existing buildings obstruct distant views. The adjacent Holiday Inn is north/south facing and occupants would not have a view of the proposed building. Views from the project's residential units would be oriented towards the north and east, with the exception of 4 units which would have a north/south orientation. With proper mitigation, such as window shades or curtains, nighttime light from adjacent office buildings would not adversely affect residential occupants. Residential units would be sited higher than the adjacent 19-story 601 Montgomery office building. Nighttime views of the lighted Transamerica building would be seen from west-facing units; however, the approximately 100-foot setback from the site and the narrowing shape of the Transamerica building would be expected to reduce the apparent mass of the building as seen by residents.

The building would contribute to the overall visual interest of the Downtown Financial District's cityscape and urban form as viewed from Telegraph Hill.

om Telegraph Hill, views of the 19-story 601 Montgomery St. building would e replaced with views of the sculptured 24-story project building, offering a visual transition from the taller Bank of America and Transamerica buildings to the smaller-scale Jackson Square District.

The building would contain no reflective glass or high intensity lighting and hence would not impose a reflective or glaring light on other properties or the freeway off-ramp.

3. Population/Employment/Housing. Would the proposed project:

		Yes	Maybe	No	N/A	Disc.
a.	Alter the density of the area population?	X				X
b.	Have a growth-inducing effect?	X				X
c.	Require relocation of housing or businesses, with a displacement of people, in order to clear the site?	X				
d.	Create or eliminate jobs during construction and operation and maintenance of the project?	X				X
e.	Create an additional demand for housing in San Francisco?		X			X

The project would increase the number of daily employees on-site from approximately 30 to approximately 980. Approximately 14 existing employees would be displaced. About 15 employees may be retained on-site as one of the existing restaurants would be expected to lease space in the project building. It can be expected that the project's estimated 950 "primary" office sector jobs will create an additional yet undetermined number of "secondary" jobs in the city's business services sector. This could have a growth-inducing effect of attracting new residents to the city.

During construction a total of about 400 person-years of employment would be created, with an average of 150 workers employed at any one time.

The project would be expected to generate a demand for housing units in San Francisco. The effect this additional demand would have on the city's housing market will be evaluated in subsequent environmental documentation. The proposed residential component of the project would contribute to the mitigation of this anticipated housing impact. The effects of business displacement will also be addressed in the subsequent environmental document.

4. Transportation/Circulation. Would the construction or operation of the project result in:

		Yes	Maybe	No	N/A	Disc.
a.	Change in use of existing transportation systems?			X		X

	Yes	Maybe	No	N/A	Disc.
b. An increase in traffic which is substantial in relation to existing loads and street capacity?	___	___	X	___	X
c. Effects on existing parking facilities, or demand for new parking?	X	___	___	___	X
d. Alteration to current patterns of circulation or movement of people and/or goods?	___	___	X	___	X
e. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	___	X	___	___	X
f. A need for maintence or improvement or change in configuration of existing public roads or facilities?	___	___	X	___	X
g. Construction of new public roads?	___	___	X	___	___

The project would result in an increased use of existing transportation systems, both nearby freeways and local streets, and the local Municipal Railway (Muni) transit and regional transit systems which serve Downtown San Francisco. The project would generate a parking demand that would be met partially by on-site parking. At least one permanent, long-term parking space would be provided for each four residential units. Approximately 45 short-term parking spaces would be provided as accessory parking for office space users.

A detailed analysis including an estimate of the number of automobile passenger and freight vehicle trips generated by the project, the impacts of such traffic on nearby streets and intersections, an estimate of parking and loading needs, the effects of the project on pedestrian movements in the project vicinity, and the project impacts and cumulative impacts on the local Muni transit routes and on regional systems will be presented in subsequent environmental documentation.

The project would require no change in the present pattern of circulation nor in the configuration of existing public streets.

5. Noise.

	Yes	Maybe	No	N/A	Disc.
a. Would the proposed project result in generation of noise levels in excess of those currently existing in the area? (During construction)	___	X	___	___	X
b. Would existing noise levels impact the proposed use?	___	___	X	___	X

	Yes	Maybe	No	N/A	Disc.
c. Are Title 25 Noise Insulation Standards applicable?	X				X

Noise levels in the area would not be expected to exceed currently existing levels as a result of project operation. Local noise levels could be affected by operational noise generated by the building's mechanical equipment and project-related traffic and construction noise associated with site development.

The Downtown San Francisco noise environment is dominated by vehicular traffic noise. Traffic generated by the project during any hour of the day would cause traffic noise to increase by less than 1 decibel (dBA)./1/ A 1 dBA increase in environmental noise is undetectable by the untrained human ear.

Noise due to mechanical equipment is regulated by the San Francisco Noise Ordinance, Section 2909, "Fixed Source Noise Levels" (San Francisco Municipal Code, Part II, Chapter VIII Section 1, Article 29, 1972). The project is in the C-3-O (Downtown Office) District. In this zone the ordinance restricts equipment noise levels at the property line to 70 dBA between 7 A.M. and 10 P.M. and 60 dBA between 10 P.M. and 7 A.M. During lulls in traffic, mechanical equipment noise levels of 70 dBA would tend to dominate the site noise environment. If equipment noise levels were designed to meet the nighttime limit of 60 dBA, they would not be audible within the sound-level context of the project. This is particularly important due to the proximity of the Holiday Inn. Although mechanical equipment noise of 60 dBA could be audible at the hotel, it is not expected that this noise would interfere with use of the hotel.

The Environmental Protection Element of the Comprehensive Plan indicates an existing day-night average noise level (Ldn) of 65 dBA on Washington Street and 70 dBA on Montgomery Street./2/ The Environmental Protection Element contains guidelines for determining the compatibility of land uses with various noise environments. For residential and office uses the guidelines recommend no special noise control measures in an exterior noise environment of up to an Ldn of 60 dBA and 70 dBA, respectively. As the exterior noise level at the height of the condominium s can be expected to be about 55 to 60 dBA, no special noise control measures would be required.

The California Administrative Code Title 25 (Chapter 1, Subchapter 1, Article 4) Noise Insulation Standards apply to all new residential structures, with the exception of single-family dwellings. The acceptable outdoor noise levels for all residential units is established as a community noise equivalent level (CNEL) equal to 60 dBA./3/ The exterior noise environment of the site exceeds a CNEL of 60 dBA at street level. The project would require an acoustical analysis to show that the interior residential CNEL requirement of less than 45 dBA with the windows closed would be met. As the project sponsor has acknowledged that the project would be constructed to conform with Title 25 Noise Insulation Standards, existing noise levels would have no significant effect and no further discussion is needed.

Project construction would occur in 3 stages: demolition, excavation and then construction of the new building. Throughout the 18-month construction

riod, trucks would be visiting the site, initially hauling away dirt and ebris and then bringing materials. These activities would temporarily increase noise levels in the surrounding area.

The project is expected to use a mat foundation, which would not require piledriving. The San Francisco Noise Ordinance limits the noise emission of powered construction equipment, except impact tools, to 80 dBA at 100 feet. It also prohibits construction work at night from 8 P.M. to 7 A.M., if the noise emission from such work exceeds the ambient noise level by 5 dBA at the property line, unless a special permit is authorized by the San Francisco Department of Public Works.

The Holiday Inn located adjacent to the site would be the most sensitive receptor of construction noise. Noise impacts could result during the construction period. Although the hotel wall facing the site is constructed of at least one-foot-thick concrete, interior noise levels during project construction can be expected to reach as high as 46 dBA. At this level, the sounds would be audible but would not interfere with human speech or sleep. Noise levels in the adjacent 601 Montgomery St. and Transamerica buildings could reach 65 dBA and average around 60 dBA. Noise levels this high would interfere with human speech and concentration, distracting employees and degrading their performance.

NOTES - Noise

/1/ dBA is the measurement of sound units of decibels (dB). The "A" denotes the A-weighted scale which simulates the response of the human ear to various frequencies of sound.

/2/ Ldn, the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises (noise between 10 P.M. and 7 A.M. is weighted 10 dBA higher than daytime noise).

/3/ Community noise equivalent level (CNEL) is an averaged sound level measurement based on human reaction to cumulative noise exposure over a 24-hour period. The numerical values of CNEL and Ldn are essentially equal for must urban noise environments.

6. Air Quality/Climate. Would the proposed project result in:

	Yes	Maybe	No	N/A	Disc.
a. Violation of any ambient air quality standard or contribution to an existing air quality violation?	X				X
b. Exposure of sensitive receptors to air pollutants?		X			X
c. Creation of objectionable odors?			X		
d. Burning of any materials including brush, trees, or construction materials?			X		

	Yes	Maybe	No	N/A	Disc.
e. Alteration of wind, moisture, or temperature (including sun shading effects), or any change in climate, either locally or regionally?	X	___	___	___	X

Two types of air quality impacts would result from the proposed project: short-term construction impacts including particulate and hydrocarbon emissions, and long-term vehicle-related impacts, including carbon monoxide emissions. Concentrations of air pollutants are monitored by the Bay Area Air Quality Management District (BAAQMD) at Van Ness Avenue and Ellis Street, about one-and-a-quarter miles southwest of the site.

Demolition, grading, and building envelope construction activities would affect local air quality for approximately 12 months. Construction activities in general generate approximately 1.2 tons of particulate (dust) per acre per month of activity./1/ This includes emissions from land clearing, excavation and project construction. Assuming 18 months of demolition, excavation, and construction activity on 0.4 acres, a total of approximately 9 tons of particulates would be generated. Without mitigation, this would result in a worst-case 24-hour average concentration of approximately 6,400 ug/m3 (micrograms per cubic meter) at and adjacent to the site, which is 64 times the 24-hour State standard of 100 ug/m3. The eight-hour concentration would be on the order of three times the 24-hour concentration; no standard has been established for 8-hour particulate concentrations. Except to persons with respiratory disorders, large-size construction particulates are more a nuisance than a hazard, and settle out of the atmosphere rapidly with increasing distance from the source. This is in contrast to gaseous pollutants and to small-size particulates from combustion.

Pouring asphalt for driveways and using oil-based paints would generate hydrocarbon emissions. These types of emissions are controlled by Regulations 3 and 9 respectively of the BAAQMD./2/ Diesel powered construction equipment would emit (in decreasing order by weight) nitrogen oxides, carbon monoxide (CO), sulfur oxides, hydrocarbons, and particulates./3/

Project-related traffic would add to local and regional accumulations of CO, hydrocarbons, and nitrogen oxides (the latter two being precursors of ozone), particulates and sulfur oxides during adverse meterological conditions, such as inversions (U.S. EPA, 1977, Compilation of Air Pollutant Emission Factors, AP-42). Ozone is a regional problem, and CO and particulates are local problems (ABAG, BAAQMD, and MTC, January 1979, 1979 Bay Area Air Quality Plan, San Francisco Bay Area, Environmental Management Plan). The project would thus impede attainment of standards, but would probably have no measurable effect on citywide or regional concentrations nor on the frequency of violation of the standards. These conclusions are based on the projected air quality impacts reported in the Daon Environmental Impact Report (EIR), EE 79.57 (pp. 189-193). The Daon project would contain about the same area as the proposed project and is not expected to cause violations of air quality standards although it would minimally increase concentrations in the immediate area of less than 2%. In the absence of implementation of control strategies, cumulative development in the Downtown area would increase ambient concentrations and the frequency of standard violations. Air quality impacts to sensitive receptors in the area would be evaluated in subsequent environmental documentation.

The project would affect wind ratios at street level, probably increasing west winds along Washington Street. The project would increase shadows on sidewalks and streets along Montgomery and Washington Streets. The building can also be expected to cast shadows on the buildings situated along the north side of Washington Street. The effects of wind and sun and shadow on project occupants and nearby uses will be evaluated in the subsequent environmental documentation.

NOTES - Air Quality/Climate

/1/ U.S. Environmental Protection Agency, 1975, Compilation of Air Pollutant Emission Factors, Supplement #5, p. 11.2.4-1.

/2/ Bay Air Quality Management District (BAAQMD), Regulation 3 regulates reactive organic gas emissions, adopted January 4, 1967; and Regulation 9 rules for architectual coatings, adopted March, 1978.

/3/ U.S. Environmental Protection Agency, 1975, Compilation of Air Pollutant Emmission Factors, Supplement No. 4, p.3.2.7-2,-3.

7. Utilities and Public Services. Would the proposed project:

	Yes	Maybe	No	N/A	Disc.
a. Have an effect upon, or result in a need for new or altered, governmental services in any of the following?					
fire protection		X			X
police protection			X		X
schools			X		X
parks or other recreational facilities			X		X
maintenance of public facilities			X		
power or natural gas			X		
communications systems			X		
water			X		X
sewer/storm water drainage			X		X
solid waste collection and disposal			X		X

Fire Protection: The project would increase the building area and the number of persons using the site. The introduction of residential uses would increase the potential fire hazard over that of office uses. The project would not require additional personnel or equipment by the Fire Department, except in the case of a major fire or disaster. Present hydrants and fire flows are adequate./1/

Police Protection: The project would increase population and private property on the site, thus increasing the opportunity for crime. The project site is within the Central Police District with headquarters at 766 Vallejo Street. The area is patrolled 24-hours a day by radio-dispatched patrol cars. There are no foot beats in the area immediately surrounding the site. The nearest foot beat is located about one block north of the site on Columbus Avenue. The Police Department does not expect to require additional police personnel

or equipment to serve the project. Appropriate mitigation measures (alarms, adequate lighting at entryways, 24-hour security personnel, closed-circuit camera systems, secured and separate entrances for the residential areas with computerized lock systems openable only by pre-programmed magnetic keys) would reduce the demand for police personnel./2/

Schools: The project is not expected to house many families with school-aged children. San Francisco schools are currently losing student population and would be able to serve any additional students generated by the project.

Parks or other recreational facilities: The project would provide both private and common open space as well as common recreational facilities. The residential component would offer a health club and pool area. It is expected that project residents would be able to enjoy existing public parks in the vicinity as well as existing private recreational facilities.

Water: The project site is served by two mains: a 6-inch diameter main located in the north side of Montgomery Street and an 8-inch diameter main located on the west side of Montgomery Street. Both mains offer 72 pounds of static pressure and 61 pounds of working pressure. The project would result in a net increase in water use at the site of approximately 32,000 gallons per day (gpd). Existing mains have sufficient capacity and pressure to handle the additional flow demand with hook-up from Montgomery Street./3/

Sanitary Sewer: The site is serviced by 3-feet by 5-feet combined storm and sanitary sewers located on both Montgomery and Washington Sts. The project would generate an estimated additional 32,000 gpd of wastewater. The sewers serving the site have sufficient capacity to carry the additional load and no improvements are expected to be required. Project-generated wastewater flows represent 0.05% of the average daily flows of 65 million gallons per day (MGD) currently being treated at the North Point Water Pollution Control Plant and would represent about 0.04% of the 85 to 90 MGD treatment capacity of the Southeast Water Pollution Control Plant when this facility goes into interim operation in 1982. Flows to the North Point plant, which currently serve the site, would be diverted to the Southeast plant at that time. North Point would then become a storm-flow treatment facility. No expansion of the present collection and treatment system would be required to serve the project.

Solid Waste Disposal: When in operation, the project would generate about 2 tons of solid waste per day. Golden Gate Disposal Company, which currently serves the site, anticipates no problems in meeting collection demand.

NOTES - Utilities and Public Services

/1/ Chief Joseph A. Sullivan, Division of Support Services, San Francisco Fire Department, written communication, April 28, 1981.

/2/ Sergeant James Farrell, Division of Planning and Research, San Francisco Police Department, telephone communication, April 23, 1981.

/3/ Mr. Harlow Swain, Senior District Water Serviceman, Engineering Department, San Francisco Water Department, telephone communication, April 24, 1981.

/4/ Mr Nathan Lee, Engineering Associate II, Division of Sewer System Design, San Francisco Clean Water Program, telephone communication, April 24, 1981. Mr. Don Hyashi, Director, Citizens Participation, San Francisco Clean Water Program, telephone communication, April 24, 1981.

/5/ Mr. Fiore Garbarino, Treasurer, Golden Gate Disposal Company, telephone communication, April 23, 1981.

8. Biology.

	Yes	Maybe	No	N/A	Disc.
a. Would there be a reduction in plant and/or animal habitat or interference with the movement of migratory fish or wildlife species?	___	___	X	___	___
b. Would the project affect the existence or habitat of any rare, endangered or unique species located on or near the site?	___	___	X	___	___
c. Would the project require removal of mature scenic trees?	___	___	X	___	___

9. Land. (topography, soils, geology) Would proposed project result in or be subject to:

a. Potentially hazardous geologic or soils conditions on or immediately adjoining the site? (slides, subsidence, erosion, and liquefaction)	___	___	X	___	X
b. Grading? (consider height, steepness and visibility of proposed slopes; consider effect of grading on trees and ridge tops)	___	___	X	___	___
c. Generation of substantial spoils during site preparation, grading, dredging or fill?	___	___	X	___	X

No site specific soils analysis has been made. Data pertaining to the adjacent 601 Montgomery Street building indicate that the site is underlain by recent, unconsolidated deposits of clays, silts, sands and combinations thereof. All these deposits are underlain by Franciscan bedrock material which is suitable for shallow building foundations such as spread footings or concrete mat. Analysis of the proposed site soils conditions has been undertaken by a geotechnical consultant. The project sponsor would follow the recommendations of the geotechnical consultant. Grading would be limited to foundation preparation.

Demolition of the existing structure and parking lot would result in the removal of used brick, concrete and pavement from the site.

10. Water. Would the proposed project result in:

	Yes	Maybe	No	N/A	Disc.
a. Reduction in the quality of surface water?	___	___	X	___	___
b. Change in runoff or alteration to drainage patterns?	___	___	X	___	___
c. Change in water use?	X	___	___	___	X
d. Change in quality of public water supply or in quality or quantity (dewatering) of groundwater?	___	___	X	___	X

On-site water consumption would increase by approximately 32,000 gallons per day. According to the data pertaining to the 601 Montgomery Street building, the depth of groundwater table is between elevation -4 and -8, San Francisco City Datum (SFCD). Elevation 0, SFCD, is 8.6 ft. above mean sea level. Project-related excavation would extend below groundwater level and dewatering would be required. The project sponsor proposes measures which would mitigate potential impacts associated with excavation and dewatering activities (see page 21).

11. Energy/Natural Resources. Would the proposed project result in:

	Yes	Maybe	No	N/A	Disc.
a. Any change in consumption of energy?	X	___	___	___	X
b. Substantial increase in demand on existing energy sources?	___	___	X	___	X
c. An effect on the potential use, extraction, conservation or depletion of a natural resource?	___	X	___	___	X

The project would result in a net increase in energy consumption on the site. The project would conform to energy requirements of Title 24 of the California Administrative Code so that energy use per square foot of floor area would be less than at present. As specific building designs have not been developed, the amount of total energy consumption and unnecessary, wasteful or inefficient uses of energy cannot be identified. Energy consumption will be discussed in subsequent environmental documentation when information becomes available.

There would be an increase in the demand in peak-hour electrical demand resulting from elevator use, in addition to peak-hour demand characteristics of other uses in the structure. Other aspects of electrical and natural gas demand characteristics cannot be identified until specific building designs are developed. The project would contribute to cumulative energy consumption by Downtown development that will result in the depletion of nonrenewable energy resources.

The possibility that shadows from the structure may reduce the feasibility of future active solar energy collection installations in some locations off-site will be studied in subsequent environmental documentation. No existing active solar energy collection installations would be affected as none are located in the immediate area north of the site. No other natural energy resources would be directly affected.

12. Hazards. Would the proposed project result in:

	Yes	Maybe	No	N/A	Disc.
a. Increased risk of explosion or release of hazardous substances (e.g., oil, pesticides, chemicals or radiation), in the event of an accident, or cause other dangers to public health and safety?	___	___	X	___	___
b. Creation of or exposure to a potential health hazard?	___	___	X	___	___
c. Possible interference with an emergency response plan or emergency evacuation plan?	___	___	X	___	___

13. Cultural. Would the proposed project:

	Yes	Maybe	No	N/A	Disc.
a. Include or affect a historic site, structure or building?	___	___	X	___	X
b. Include or affect a known archaeological resource or an area of archaeological resource potential?	___	___	X	___	___
c. Cause a physical change affecting unique ethnic or cultural values?	___	___	X	___	X

Parcels 2 and 3 contain a one- and two-story brick structure rated "C"--of "Contextual Importance"in the study conducted for the Foundation for San Francisco's Architectural Heritage by its consultants, Charles Hall Page & Associates, Inc. The structure is listed in the Foundation's publication, Splendid Survivors. It is not included in the City's official list of Architecturally and/or Historically Significant Buildings, adopted by the City Planning Commission on May 29, 1980. No known buried ships or other archaeological resources are on the site. See Section C below for a mitigation measure to be applied in the event of a finding on the site.

The site is located within the identified Downtown Financial District (C-3-O) and is not immediately adjacent to the Chinatown community. Therefore, the project would not affect the unique ethnic or cultural values of this community.

C. MITIGATION MEASURES:

	Yes	No	Disc.
Are mitigation measures included in the project?	X	__	X
Are other mitigation measures available?	maybe, if need is identified in subsequent environmental documentation.		

Mitigation Measures currently proposed as part of the project include the following:

COMPLIANCE WITH THE COMPREHENSIVE PLAN

- The project sponsor proposes to purchase Lot No. 25 from the City of San Francisco. It is anticipated that approximately $100,000 of the revenues from this sale would be proposed by the Board of Supervisors to be deposited in the city's Open Space account to be used to provide or improve open space resources for the Chinatown Community.

- The project would comply with all provisions of the City Planning Code. Under existing Interim Controls, it would require a Conditional Use authorization for the use of floor area bonuses for residential uses.

URBAN DESIGN

- The project features a sculptured upper-level facade designed to (1) reduce the apparent scale and bulk of the building; (2) provide visual interest to viewers from Telegraph Hill and the Jackson Square District; (3) contribute to the architectural richness of, and create a graceful skyline in the Downtown Financial District; and serve as an apparent transition in height from the taller high-rise buildings of the C-3-O district which frame the project to the low-rise structures of the Jackson Square District.

- The project features pedestrian amenities; small, pedestrian-scale retail activity; and sidewalk space designed to improve pedestrian access to work, shopping and passive recreation spaces and transit facilities as well as contribute to a visually interesting streetscape. Proposed pedestrian amenities include street trees and sidewalk plantings, multiple building entrances, widened sidewalks and ground-floor commercial activity. Ground-floor commercial activity would include uses such as a kiosk flower stand, newsstand, automatic banking terminal and other "soft" retail space, and would not include any financial institutions.

POPULATION/EMPLOYMENT/HOUSING

- The project sponsor proposes to negotiate with one of the existing restaurants in offering ground floor retail space in the new building. The project sponsor would make themselves available to assist the remaining four businesses in relocation activities.

- The project sponsor proposes to provide approximately 35 to 40 residential condominium units on-site. These units would vary from 1,000 to 2,500 sq.ft. providing a range in size for a diverse market sector. Project housing would help mitigate increased demands on the city's housing supply which may be generated by the project's office development.

TRANSPORTATION/CIRCULATION

- The project sponsor would encourage transit use through the sale on-site of BART and Muni passes to employees, and by encouraging employee carpool and vanpool systems in cooperation with RIDES for Bay Area commuters.

- Bicycle parking facilities would be provided to encourage the use of bicycles by employees and messengers.

- Two off-street loading docks would be provided, thereby reducing on-street commercial deliveries and their associated congestion on Washington, Montgomery and Merchant Sts. surrounding the project.

- During the construction period, construction truck movement would be limited to the hours between 9 A.M. and 4 P.M. to minimize peak-hour traffic conflicts.

- The project sponsor would contribute to an established Downtown transit assessment district, as appropriate, which would mitigate potential peak-hour transit congestion associated with project development.

NOISE

- The project would comply with Title 25 of the California Administrative Code regarding noise insulation for residential uses.

- The project contractor would comply with all requirements of the San Francisco Noise Ordinance, including limiting noise emissions from powered construction equipment to 80 dBA at a distance of 100 feet. The project contractor would muffle and shield intakes and exhausts, shroud or shield impact tools, and use electric-powered rather than diesel-powered construction equipment, as feasible.

- Prior to construction, the project sponsor would meet with the Holiday Inn management to negotiate arrangements for identified hotel "daytime sleepers" to be assigned hotel rooms located farthest from the construction site and noise sources. Additional measures would be arranged as necessary and feasible for hotel and adjacent office uses.

AIR QUALITY/CLIMATE

- During excavation, unpaved demolition and construction areas would be wetted to hold down dust; it this were done at least twice a day with complete coverage, particulate emissions (dust) would be reduced about 50%.

- The general contractor would maintain and operate construction equipment in such a way as to minimize exhaust emissions.

- The general contractor would use water-based or latex paints on all interior drywalls painted, rather than oil-based paints which emit hydrocarbons while drying. This would reduce hydrocarbons from drying paint by about 60%.

- Residential open space would be designed and sheltered to maximize natural light and air and minimize wind on-site. Should the results of a detailed wind analysis indicate that the project would have substantial wind effects, design alternatives could be considered to mitigate wind effects.

UTILITIES AND PUBLIC SERVICES

- To reduce the demand on police protection services, the project would incorporate internal security measures such as a 24-hour manned guard station in the lobby area; closed circuit television cameras and internal security personnel; well-lighted entries; alarm systems; separate security elevator and locked entrances with call-telephones for the residential portion of the building; and computerized office and residential entrances accessible only by pre-programmed magnetic keys.

- The project would incorporate all emergency response systems stipulated by the Life Safety Code, including fire alarms, an emergency communication system, an emergency power supply and an on-site emergency water supply. These measures would reduce hazards to building occupants during an earthquake or fire.

- The project would incorporate low-flow faucet and toilet fixtures to reduce water consumption and wastewater.

- The building would be equipped with a trash compactor to reduce the volume of solid waste requiring storage and transport. Separate storage facilities for recyclable waste material would be provided for both office and residential uses.

LAND (Topography, Soils, Geology)

- A detailed foundation and structural design study would be conducted for the building by a licensed structural engineer and a geotechnical consultant. The project sponsor would follow the recommendations of these studies during the final design and construction of the project.

- The project sponsor would post a surety bond, if required by the San Francisco Department of Public Works, before issuance of a permit to excavate. Such a bond would protect the City against damages to City-owned sidewalks, streets and utilities.

- The project sponsor would require the project contractor and sub-contractors to obtain a Faithful Performance and Payment Bond, if proper financial capability is not evident, and to be responsible for any damage to existing buildings which might result from excavation. This bond would protect the project sponsor and owners of adjacent properties if any damage to these properties were to result from construction activities.

Project design would comply with all applicable seismic and life safety standards.

- Excavation pit walls would be shored up and protected from slumping or lateral movement of soils into the pit. Shoring and sheeting with soldier beams could be used for this purpose. The contractor would comply with the Excavation Standards of the California Occupational Safety and Health Agency (Department of Industrial Relations).

- Montgomery, Washington and Merchant Streets would be mechanically swept by the demolition and excavation contractors as required by Code so that silt would not be washed into the storm drains and dust would be reduced. This would be a provision of excavation and demolition contracts.

- Groundwater observation wells would be installed for monitoring the level of the water table and other instruments to monitor potential settlement and subsidence. The City would require a lateral and settlement survey to monitor any movement or settlement of surrounding buildings and adjacent streets during the dewatering. Control lines and benchmarks would be established for monitoring horizontal and vertical movement. Costs for the survey and any necessary repairs to services under the streets would be borne by the contractor.

- If, in the judgment of City engineers, unacceptable subsidence occurs during the construction, groundwater recharge would be begun to halt the settlement. This might cause a delay in construction.

- Groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this is found necessary by the Industrial Waste Division of the Department of Public Works, to prevent sediment from entering the storm drain/sewer lines.

ENERGY

- The project would comply with minimum energy use requirements of Title 24 of the California Administrative Code.

- Wherever possible, office suites would be equipped with individual light switches, time clock operation and fluorescent lights to conserve electric energy. A centralized management computer system would monitor off-hour (evenings and weekends) heating and air-conditioning use. Tenants would be charged for off-hour heating and air-conditioning service used.

- The project would comply with the Federal Energy Building Temperature Restrictions in the operation of heating, ventilating and air conditioning (HVAC) equipment. The HVAC system would be equipped with an economizer cycle to use outside air for cooling, as feasible.

- Whenever possible, the HVAC system would be designed to recycle waste heat to heat the project swimming pool, domestic water for office use and recreation facility water supply.

- Residential units would have individually metered gas (if applicable) and electric services.

Residential and office water heating systems would be insulated to minimize wastewater and waste heat. In residential units, water heaters would be placed as close as possible to the source of use (sinks, showers, dishwashers) to minimize wastewater and waste heat.

CULTURAL

- Should evidence of cultural or historic artifacts of significance be found during project excavation, the Environmental Review Officer and the President of the Landmarks Preservation Advisory Board would be notified. The project sponsor would select an archaeologist to help the Office of Environmental Review determine the significance of the find and whether feasible measures, including appropriate security measures, could be implemented to preserve or recover such artifacts. The Environmental Review Officer would then recommend specific mitigation measures, if necessary, and recommendations would be sent to the State Office of Historic Preservation. Excavation or construction which might damage the discovered cultural resources would be suspended for a maximum of four weeks to permit inspection, recommendation and retrieval, if appropriate.

D. ALTERNATIVES:	Yes	No	Disc.
Were other alternatives considered:	X		X

The project sponsor is considering two alternatives to the proposed project. Alternative project plans include:

1. A 300-foot high (14:1 FAR) office building on the currently proposed project site (17,400 sq.ft.). This alternative would not feature housing and would not require a conditional use authorization allowing for floor area bonuses; and

2. An office/condominium building on a smaller 12,580 sq.ft. site, which excludes the presently city-owned Lot No. 25.

. MANDATORY FINDINGS OF SIGNIFICANCE:

		Yes	No	Disc.
1.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of the major periods of California history or prehistory?	___	___	___
2.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	___	___	___
3.	Does the project have possible environmental effects which are individually limited, but cumulatively considerable?	___	___	___
4.	Would the project cause substantial adverse effects on human beings, either directly or indirectly?	___	___	___
5.	Is there a serious public controversy concerning the possible environmental effect of the project?	___	___	___

STRIBUTION LIST

STATE AGENCIES

Air Resources Board
Evaluation and Planning
1800 15th Street
Sacramento, CA 95816
Attention: Mr. Don McElfresh

State Department of Transportation
(CalTrans) - District 4
Engineering Services Branch
P.O. Box 3366, Rincon Annex
San Francisco, CA 94119
Attention: Mr. Robert Sieker

State Office of Intergovernmental
Management
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814
Attention: Ms. Anna Polvos (15 cys)

REGIONAL AGENCIES

Alameda-Contra Costa County
Transit District
508 - 16th Street
Oakland, CA 94612
Attention: Mr. Don Larson

Association of Bay Area
Governments
Hotel Claremont
Berkeley, California 94705
Attention: Mr. Charles Q. Forrester

Bay Area Air Quality
Management District
939 Ellis Street
San Francisco, California 94109
Attention: Mr. Irwin Mussen

Bay Area Rapid Transit
District
800 Madison Street
Oakland, California 94607
Attention: Ms. Barbara Neustadter

Golden Gate Bridge Highway
& Transportation District
P.O. Box 9000, Presidio Station
San Francisco, California 94129
Attention: Mr. Dale W. Luehring

Metropolitan Transportation
Commission
Hotel Claremont
Berkeley, California 94705
Attention: Ms. Franceen Lyons

San Mateo County Transit
District
400 South El Camino
San Mateo, California 94402

Regional Water Quality Control
Board
San Francisco Region
1111 Jackson Street, Room 6040
Oakland, CA 94607
Attention: Mr. Adam Olivera

CITY AND COUNTY OF SAN FRANCISCO

San Francisco Planning Commission
Department of City Planning
City and County of San Francisco
100 Larkin Street
San Francisco, California 94102
Attention: Commissioners:
Toby Rosenblatt, President,
Susan Bierman,
Norman Karasick,
Jerome Klein,
Yoshio Nakashima,
C. MacKey Salazar,
Eugene Kelleher, Alternate for
Roger Boas,
Mr. Lee Woods, Commission Secretary

San Francisco Department of
Public Works
City Hall, Room 260
San Francisco, CA 94102
Attention: Mr. Jeffrey Lee

San Francisco Department of
Public Works
Traffic Engineering Division
460 McAllister Street
San Francisco, California 94102
Attention: Mr. Scott Shoaf

San Francisco Department of
Public Works
Mechanical Section
45 Hyde Street, Room 222
San Francsco, CA 94102
Attention: Mr. Cormac Brady

San Francisco Fire Department
260 Golden Gate Avenue
San Francsco, California 94102
Attention: Mr. Joseph Sullivan,
Chief, Division of Planning
and Research

San Francisco Municipal Railway
MUNI Planning Division
949 Presidio Avenue, Room 204
San Francisco, CA 94115
Attention: Ms. Susan Chelone

San Francisco Committee for
Utility Liaison on Construction
and Other Projects (CULCOP)
c/o GES - Utility Liaison
City Hall, Room 363
San Francisco, CA 94102
Attention: Mr. Herman Beneke

San Francisco Landmarks Preservation
Advisory Board
100 Larkin Street
San Francisco, CA 94102
Attention: Mr. Jonathan H. Malone
(10 cys)

Mayor's Economic Development Council
552 McAllister Street
San Francisco, CA 94102
Attention: Mr. Richard Goblirsch

San Francisco Public Utilities
Commission
City Hall, Room 287
San Francisco, CA 94102
Attention: Mr. Richard Sklar

San Francisco Police Department
850 Bryant Street
San Francisco, California 94103
Attention: Sgt. Paul Libert,
Planning and Research Division

San Francisco Real Estate Department
450 McAllister Street, Room 600
San Francisco, California 94102
Attention: Mr. Wallace Wortman,
Director of Property

San Francisco Unified School District
135 Van Ness Avenue, Room 209
San Francisco, CA 94102
Attention: Dr. Robert Alioto

San Francisco Water Department
Distribution Division
425 Mason Street
San Francisco, California 94102
Attention: Mr. John Kenck, Manager

GROUPS & INDIVIDUALS

Asian, Inc.
1610 Bush Street
San Francisco, California 94109
Attention: Mr. Harold Yee

Asian Americans for Equality
759 Jackson Street
San Francisco, CA 94133

Asian Community Center
19 Brenham Place
San Francisco, CA 94108

Asian Law Caucus Inc.
36 Waverly Place, Suite 2
San Francisco, California 94108
Attention: Mr. Edwin M. Lee

Asian Neighborhood Design
576 Vellejo Street
San Francisco, CA 94133
Attention: Mr. Gilbert Chan

Bay Area Council, Inc.
348 World Trade Center
San Francisco, CA 94111

Chinatown Coalition for Better Housing
615 Grant Avenue
San Francisco, California 94108
Attention: Ms. Jennie Lew

Chinatown Neighborhood Center, Inc.
c/o 615 Grant Avenue 2nd Floor
San Francisco, CA 94108

Chinatown Neighborhood Improvement
Resource Center
615 Grant Avenue, 2nd Floor
San Francisco, California 94108
Attention: Mr. Gordon Chin

Chinatown Transportation Research
and Improvement Program

Chinese for Affirmative Action
121 Waverly Place
San Francisco, California 94108
Attention: Mr. Henry Der

Chinese American Citizen's Alliance
1044 Stockton Street
San Francisco, CA 94105

Chinese American Institute
of Engineers
146 Waverly Place
San Francisco, CA 94108

Chinese Chamber of Commerce
730 Sacramento Street
San Francisco, CA 94108
Attention: Mr. George Chinn

Chinese Community Housing Corp.
615 Grant Avenue, Second Floor
San Francisco, CA 94018
Attention: Mr. Tim Dean

Chinese Consolidated Benevolent
Association
843 Stockton Street
San Francisco, CA 94108

Chinese Democratic Club
915A Grant Avenue
San Francisco, CA 94108

Chinese Newcomers Service Center
816 Sacramento Street
San Francisco, CA 94108

Committee for Better Parks and
Recreation Facilities of Chinatown
720 Sacramento Street
San Francisco, California 94108
Attention: Ms. Beverly Karnatz

Downtown Association
582 Market Street
San Francisco, CA 94194
Attention: Mr. Lloyd Pflueger

Friends of the Earth
124 Spear Street
San Francisco, California 94105
Attention: Ms. Connie Parrish

The Foundation for San Francisco's
Architectural Heritage
2007 Franklin Street
San Francisco, California 94109
Attention: Ms. Linda Jo Fitz,
Acting Executive Director

Ms. Sue Hestor
4536 - 20th Street
San Francisco, California 94114

IBI Group
359 San Miguel Drive, Suite 200
Newport Beach, California 92660
Attention: Mr. Phil Beinhaker,
Mr. Paul Zejfin

Kaplan/McLaughlin/Diaz
222 Vallejo Street
San Francisco, California 94111
Attention: Mr. Jeffrey Heller

RIDES, Inc.
100 Van Ness Avenue, 19th Floor
San Francisco, CA 94102
Attention: Ms. Charna Staten

San Francisco Beautiful
41 Sutter Street
San Francisco, California 94104
Attention: Mrs. H. Klussman,
President

San Francisco Building and
Construction Trades Council
400 Alabama Street, Room 100
San Francisco, California 94110
Attention: Mr. Stanley Smith

San Francisco Chamber of
Commerce
465 California Street
San Francisco, California 94104
Attention: Mr. Richard Morten

San Francisco Labor Council
3058 - 16th Street
San Francisco, California 94103
Attention: Mr. Bernard Speckman

San Francisco Planning and Urban Research Association
312 Sutter Street
San Francisco, California 94108
Attention: Mr. John Jacobs

San Franciscans for Reasonable Growth
9 First Street
San Francisco, California 94105
Attention: Mr. Carl Imperato

San Francisco Tomorrow
728 Montgomery Street, Room 34
San Francisco, California 94111
Attention: Ms. Suzanne Smith

Sierra Club
530 Bush Street
San Francisco, California 94105
Attention: Ms. Becky Evans

Telegraph Hill Dwellers Association
426 Vallejo Street
San Francisco, California 94133
Attention: Mr. Jim Augustino

Telegraph Hill Neighborhood Association
660 Lombard Street
San Francisco, California 94133
Attention: Mr. Peter Gibb

Tenant & Owners Development Corporation
177 Jessie Street
San Francisco, California 94105
Attention: Mr. John Elberling

ABUTTING PROPERTY OWNERS

Crow-Spieker-Cahill
2180 Sand Hill Road
Menlo Park, California 94025
Attention: Mr. Warren E. Spieker, Jr.

Crow-Spieker Companies
601 Montgomery Street, Suite 410
San Francisco, California 94111
Attention: Mr. Patrick J. Gilligan

Four Seas Investment Corp.
340 Stockton Street
San Francisco, California 94108
Attention: Mr. Jack Wong

Holiday Inn
750 Kearny Street
San Francisco, California 94108
Attention: Mr. Yue, Building Manager

Justice Investors
E. S. Merriam & Sons
1 Post Street, Room 3200
San Francisco, California 94104

Doros
Milton Meyer & Co.
1 California Street
San Francisco, California 94111

Transamerica Title Insurance Co.
Premier Insurance Co.
600 Montgomery Street
San Francisco, California 94111
Attention: Mr. John Hall

MEDIA

San Francisco Bay Guardian
2700 19th Street
San Francisco, CA 94110
Attention: Mr. David Johnston

San Francisco Chronicle
925 Mission Street
San Francisco, CA 94103
Attention: Mr. Marshall Kilduff,
Mr. Allen Temko

San Francisco Examiner
110 Fifth Street
San Francisco, CA 94103
Attention: Mr. Gerald Adams

San Francisco Progress
851 Howard Street
San Francisco, CA 94103
Attention: Mr. Mike Mewhinney

LIBRARIES

Environmental Protection Agency Library
215 Fremont Street
San Francisco, CA 94105
Attention: Ms. Jean Circiello

Hastings College of the Law Library
198 McAllister Street
San Francisco, CA 94102

Golden Gate University Library
536 Mission Street
San Francisco, CA 94105

San Francisco Public Library
Main Branch, Documents Section
208 Larkin Street
San Francisco, CA 94102

San Francisco Public Library
Business Branch
530 Kearny Street
San Francisco, CA 94104

San Francisco State Library
Government Publications
San Francisco State University
1600 Holloway Avenue
San Francisco, CA 94132

Stanford University Library
Government Documents Section
Stanford, CA 94305

University of San Francisco
Gleeson Library
Golden Gate and Parker Avenues
San Francisco, CA 94115

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